

**REMARKS/ARGUMENTS**

Claim 1-3 stand rejected under 35 U.S.C. 112 as being indefinite for claiming the output shaft twice. Claims 1-3 further stand rejected under 35 U.S.C. 103(a) as being unpatenable over Denston in view of Young and Hornbostel.

Claim 1 has been amended to overcome the indefiniteness rejection.

The Denston patent discloses a boat thruster kit that includes what is typically shown as a trolling motor that is mounted within a pipe housing with offset flange outlets connected to the pipe housing by expandable flexible pipes. In this particular device the motor can be rotated in forward or reverse direction in order to move the boat in a generally transverse direction. There is no teaching in the Denston patent in utilizing a remote radio frequency transmitter and a radio frequency receiver that is carried by the boat for selectively connecting a source of power through an electric circuit to selectively rotate the motor in a clockwise or counter clockwise direction. Furthermore, there is no teaching in the Denston patent of providing switching members within the radio frequency transmitter for selectively transmitting radio frequency signals to the radio frequency receiver for causing the electric circuit to energize the motor of the thruster to produce a driving force in a first or second direction.

The Young patent discloses a trolling motor that can be mounted on a boat that can be remotely controlled by a hand held or foot operated radiant energy transmitter. Such in turn allows a boat equipped with the motor to be directionally steered right or left in the water by remote control. There is no teaching in the Young patent or any motivation to combine the teachings of the Young patent with that of the Denston patent. If the motor of the Young patent were substituted for the motor in the Denston thruster it would defeat the purpose of the invention of the Young patent. The purpose of the invention in the Young patent is to provide directional steering of a boat. Applicants' invention is directed to operation of a thruster within a boat.

U.S. Patent 3,280,501 granted to Hornbostel is directed to a toy sailing craft that has a pair of motors mounted therein for raising the sail as well as rotating the rudder provided on the model sailboat. There is no teaching or motivation in the Hornbostel patent of utilizing a radio frequency device for controlling the operation of a thruster on a boat.

Claim 2 distinguishes over the reference of record for the reasons set forth above in the discussion of claim 1. Plus it specifically calls for a relay circuit having at least two switches. The source of power is connected through one of the two switches to the electric motor for rotating the electric motor in one direction or the other. None of the references of record disclose such a combination called for in claims 1 and 2.

Claim 3 distinguishes over the reference of record for the reasons set forth above in the discussion of claims 1 and 2. Plus it specifically calls for the relay circuit to include a pair of relays for selectively closing two switches responsive to the transmitted radio frequency signal. None of the references of record disclose the combination called for in claim 3 as set forth above in the discussion of claims 1 and 2.

In view of the above amendment and remarks this application is now in condition for allowance.

Respectfully submitted,

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